

WASHINGTON, SUNDAY, OCTOBER 4, 1908.

The Automobile

WASHINGTON MOTORING GROWS IN POPULARITY AT A SURPRISING RATE

The Times Sealed Bonnet Contest Does Much to Liven Interest in Sport, and Dealers Report Unusual Increases in Sales of All Types of Cars.

Automobile Club, Too, Does Great Work in Putting Capital on Automobile Map of the United States—Advance in Electrics Shown.

Inaugurated by The Times Sealed Bonnet Contest of December 10, and successfully carried through by a series of events at Benning, a number of match races and endurance runs with The Times Reliability Test of June 9 as the premiere event, the season of 1907-08 marked a new era in motoring in the District of Columbia.

From the standpoint of competition, Washington, in the past twelve months, found a place on the automobile map for the first time.

The campaign inaugurated by the Washington Auto Club for a larger membership and its increased activities brought autoing in the Capital City to the attention of the Association, and the local organization now stands among the foremost branches of the national body.

Both these factors have had an influence on trade which cannot yet be estimated, although the effects already are being felt in the increased sales reported by all local agents in spite of the fact that competition has grown wonderfully within the past year by the opening of new garages and the establishment of new agencies.

SIXTEEN CARS SCORE.

More than thirty cars participated in The Times Sealed Bonnet Contest last December, which paved the way for auto competition in this city. Although the scoring was rigid, sixteen cars finished the wracking test over bad roads made worse by three days of steady rain, with perfect scores.

In the second contest, on June 9, which attracted even wider attention than the sealed bonnet run, winners were declared in two classes, and the third was a tie, which has not yet been run off. This run, which drew well-known drivers from Baltimore and Philadelphia as well as Washington entrants, was held under a sanction of the A. A. A., and was refereed by David Becroft, one of the best known auto officials in the United States.

Three racing events were held at Benning, and the wide interest that developed in auto demonstrations was evidenced by a number of individual efforts on the part of dealers to set new records, such as that twice made by a well-known agent to lower the time between this city and Boston, and two other popular makes that raced from New York to the Capital.

ELECTRIC ATTRACTS ATTENTION.

The electric also attracted its share of attention by repeated attempts to make the run to this city and Baltimore on a single charge. This feat was accomplished in the summer by a local dealer driving a car for which he had just assumed the agency and marked a new achievement in the record of the electric machine.

Washington was brought prominently before the automobile world by the co-operation of Capital City motorists in several movements of national moment, notably the fight for Federal license. The subject of a universal license for autos engaged in interstate travel has agitated the auto public for the past five years, and was brought to a head last spring when representatives from thirty-five States appeared before the House Judiciary Committee to make a special plea for the measure.

The matter was held over and another determined stand will be taken this winter by the American Automobile Association through its organization in various States to push the bill through.

DELEGATES ENTERTAINED.

While in this city the delegates were entertained by the Automobile Club of Washington. The agitation for a boulevard to Mt. Vernon, the construction of Lincoln way from Washington to Gettysburg, a memorial which should rank in history with the Applan Way, and the improvement of roads throughout Maryland, were some of the projects agitated by the club this season.

Early in January, at a meeting of the club, President Robert V. Caverly was re-elected, and under his administration the last of these plans has been carried to a successful conclusion, while there is a good prospect of realizing the other two. At the same meeting an outline of campaign for new members was adopted, which resulted in more than doubling the enrollment of the club.

The widening sphere of usefulness of the auto was marked by the introduction of motor vehicles for use in carrying mails, and to serve as ambulances in the army hospital here as well as in New York and Philadelphia. The ambulances were furnished to the War Department by a Washington agent.

NEW YORK TO PARIS RACE.

No review of the automobile year would be complete without some mention of the New York to Paris race, the most colossal task ever undertaken by autos, toward which was directed the attention of the civilized world. Here, as in the European and American motoring classics of the year, an American car demonstrated the supremacy of American makes. The transcontinental contest of 20,000 miles was won by the only car from this country which competed.

Perhaps the most significant development of the year in the realm of auto competition was the hand-to-hand fight of the American Automobile Association with the Automobile Club of America for control of the racing situation.

TWICE AS MANY RACES.

Whatever the warring bodies may have suffered, the fact remains that the skirmish resulted in promoting just twice as many motoring events and in the revision of the rules of both organizations to meet changing demands of the motoring situation. Another aftermath was the formation of the Motor Car Racing Association, which promoted the twenty-four-hour races at Brighton, and which is likely to continue its fight for existence undaunted by the hostility of the older bodies.

Some Breezy Automobile Notes From Various Parts of the World

The naval officers at Portsmouth, England, have a motorcycle club.

Sir Bache Cunard bought a six-cylinder car to travel through Scotland.

The number of Royal Automobile Club associates is now close to 15,000.

Lord Milner, while in Canada, will do a good part of his traveling in automobiles.

The Bay State Automobile Club has opened new quarters in the Carlton Hotel, at Boston.

Two of the sixtieth anniversary gifts to the Emperor of Austria were motor cars.

There are at present 120 provincial motor clubs in England, with some 23,000 members.

The latest Indian potentate to take up motoring is the Rajah of Padma, who secured a car in Bombay.

The Prince of Wales and his son, Prince Edward, have been motoring in Aberdeenshire, Scotland, in search of deer.

Lady Aberdeen, while in Geneva for the Congress of Women, went each day to the meeting place in an automobile that was a mass of flowers.

The Motor Union serves every Wednesday at its London clubhouse a special pie the contents of which are beef-steak, grouse, lark, and mushrooms.

An effort is being made to get the Automobile Club at Columbus, Ohio, interested in marking the roads between that city and Wheeling, W. Va.

The Maharaja of Nepal did most of his journeying around Continental Europe in an automobile, a second one following to carry his suite.

Captain Jamieson, in command of the troops on the Afghan frontier, has his motor car dressed in a suit of khaki, no part of the body being visible.

The State motor vehicle law now in force in Ohio, was mainly the work of Senator Ward, who is now the Democratic candidate for lieutenant governor.

Nazarro, the Italian racing motorist, made seventy-four miles an hour in winning the Florio Cup at Bologna, the highest speed attained in a long-distance road race.

The Cleveland Automobile Club proposes to have a reliability run October 14 to 16, during which the cars shall be held a certain length of time in each town traversed, the time to be used by prominent motorists in addressing the people on the subject of good roads.

CAR GOES 200 MILES DAILY FOR 100 DAYS

Detroit Firm Puts Machine to Hard Test to Prove Its Merit to Buyers.

DETROIT, Mich., Oct. 3.—Two hundred miles a day for 100 days, taking roads as you find them, is a hard endurance test for any automobile.

It is the opinion of motor experts that it should give an interesting insight into the value of the latest construction.

The new Chalmers-Detroit "30," the \$1,500 car which caused everybody to "sit up and take notice," is in the midst of such a test. One of these cars makes four round trips daily between Detroit and Pontiac, twenty-six miles. To be accurate, it runs a total of 298 miles a day.

On each of these trips the Chalmers-Detroit Motor Company takes out a party of visiting dealers and motorists for a demonstration of the new car. The start is from the Pontchartrain Hotel, in downtown Detroit. At the start and return the car is always surrounded by a crowd. The trips are highly popular, and applications for place in the car are put in days in advance.

The car is now on the sixth thousand miles of its grind. At the end of 100 days, for which these excursions are scheduled, it will have completed a total of 29,800 miles.

LEADING DEALERS IN AUTOMOBILES AND MOTORCYCLES IN THE DISTRICT

Agent.	Address.	Makes.
Brush Runabout Co.	17th and H N. W.	Brush
Capitol Hill Garage	35 B S. E.	Mitchell
Carter Motor Car Co.	Munsey Building	Carter, Washington
Com'l Auto & Supply Co.	1332 N. Y. ave.	Wayne, E. M. F.
Dewey Garage	1319 L. N. W.	Overland
Dupont Garage	1709 M. N. W.	Lozier, Columbia, Corbin
Elmore Auto Agency	1101 Vermont ave.	Detroit Electric
Cook & Stoddard	2nd and P. N. W.	Elmore, Woods Electric
Charles E. Miller & Bro.	1105-07 14th N. W.	Cadillac, Franklin, Baker Electric
Motor Car Co.	1315 N. Y. ave.	White Steamer
Pope Auto Co.	817-819 14th N. W.	White Steamer
Thomas & Tolman	1828 L. N. W.	White Steamer
Lester D. Moore	829 14th N. W.	White Steamer
Auto Sales & Garage Co.	822 L. N. W.	White Steamer
National Garage	1332 14th N. W.	White Steamer
Le Droit Auto Co.	Rear 649 Florida ave.	White Steamer
Beimont Garage	1711-1712 14th N. W.	White Steamer
Luttrell Co.	1025 Connecticut ave.	White Steamer
MOTORCYCLES.		
T. N. Mudd, Jr.	1223 N. Y. ave.	Reading-Standard
Charles E. Miller	1105-07 14th N. W.	Reading-Standard
National Garage	1332 14th N. W.	Reading-Standard
Harry Senmark	609 F. N. W.	Reading-Standard
George W. Beall	1319 14th N. W.	Reading-Standard
P. M. Corr	824 Ninth N. W.	Reading-Standard
Haverford Cycle Co.	45 Tenth N. W.	Reading-Standard

NOVELTY PLANNED FOR AUTO CUP RACE

Supply Stations Arranged So Spectators Can See Quick Changes.

One of the novelties of the Motor Parkway Sweepstakes and the William K. Vanderbilt, Jr., cup race this year will be the introduction of two official supply stations, one of which is to be a depressed station, immediately in front of the mammoth grandstand, giving the 5,000 spectators an excellent view of the methods employed by racing crews in changing tires and taking on supplies.

There is a space of about forty feet between the edge of the new cement parkway and the front row of boxes in the grandstand. A switch will be run from the cement curving around in front of the grandstand, and between this switch and the first two of boxes there will be a pit about 300 feet long, ten feet wide and five feet deep. In this pit the different racing crews will keep their supplies, including water, gas, oil, and tires. As the drivers desiring supplies turn off on to this switch, their crews from the bottom of the pit will toss up their tires and gasoline to the drivers and mechanics, as in all races, only the driver and mechanic is allowed to work on the car or to assist in the operation of changing a tire or putting in gasoline.

The idea of a depressed supply station is to give the spectators in the grandstand, a clear view of the drivers and mechanics as they make the lightning tire changes and other adjustments on the racing cars.

The heads of the members of the crew are about on a level with the surface of the track, and all supplies must be kept within the pit, so that there is absolutely no obstruction of the view while a car is standing in front of the grandstand.

Entrants will be required to keep their gasoline in five gallon cans, and these may be handed to the drivers, who will have to empty them into the tanks of their cars. No gasoline will be fed to the cars under pressure on account of the danger of such an operation in the open air, and no smoking will be permitted in the neighborhood of the storage pits. All gas cans must be sealed and handed to the driver in that shape.

Another official supply station will be established, on what may be termed the back stretch of the Vanderbilt circuit, about twelve miles from the grandstand, and on some part of the old Jericho turnpike. This will not be a depressed station, however, as at the grandstand.

